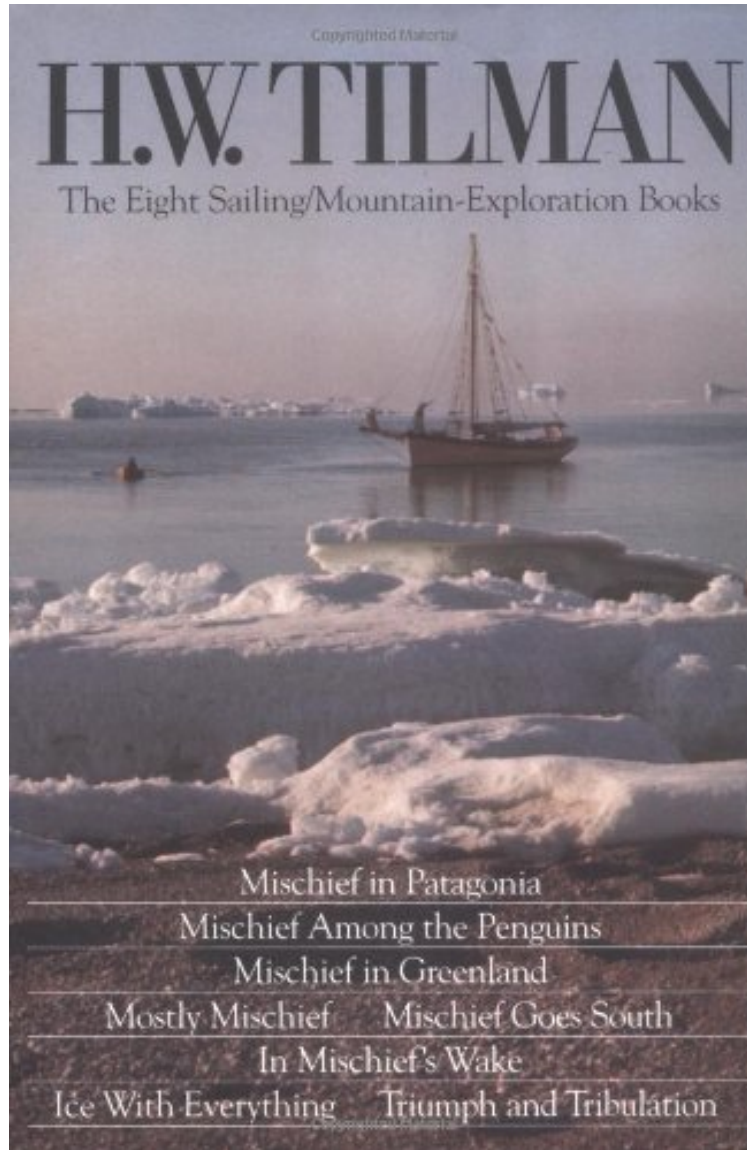


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H.W. Tilman : H.W. Tilman: The Eight Sailing/Mountain Exploration Books before purchasing it in order to gauge whether or not it would be worth my time, and all praised H.W. Tilman: The Eight Sailing/Mountain Exploration Books:

2 of 2 people found the following review helpful. These stories are the real deal By Ginny H W Tilman was an extraordinary man and adventurer. He was also an extraordinary writer whose books, whether about mountaineering, exploration, or sailing to and in high latitudes are beautifully crafted narratives in the best tradition of travel and

adventure writing. If you want to read about sailing and climbing buy this compilation and forget the others. He is non pareil -- those who attempt to follow in his wake have written poor and unsatisfactory imitations. 5 of 5 people found the following review helpful. Tilman is special whether on mountains or seas By High Words Tilman is one of my favorite adventure writers. His career as an exploring Brit went on for decades and took him all over the world. I loved his mountaineering stories (especially with Shipton). His style suggested I might like his sailing books as well, even though mountaineering is my interest. I am glad I bought the sailing books. 1 of 1 people found the following review helpful. A great book for sailors and mountaineers! By Jules This is a great book for sailors or mountaineers. Tillman is a wonderful writer with classic English humour and his stories are interesting and inspiring. A must for my sailboat library.

H. W. Tilman -- mountaineer, sailor and one of the great explorers of this century -- was a prolific and stylish writer. His mountain activities are recorded in *H. W. Tilman: The Seven Mountain-Travel Books*, an earlier omnibus, and this companion volume deals with his equally enthralling sailing adventures. When he bought the pilot cutter "Mischief" in 1954, it was not with the intention of retiring from mountaineering, but to use the sea for access to remote mountains in high latitudes. Over the next twenty-two years "Mischief" and her successors saw regular service in distant waters, and their owner developed a whole new technique and tradition of amphibious mountaineering. His seafaring technique, like that of his mountaineering, was based on simplicity, using well-tried methods and navigational equipment that was essentially the same as that used by James Cook. He maintained that the only worthwhile innovations made in small ships in the last hundred years were the Diesel engine and Terylene rope. His seamanship was characterized by the same intelligence, cool judgment and masterly skill that had made his mountaineering exploits famous. He became an excellent navigator, with an approach more like that of a merchant sailing ship's master than a modern racing yachtsman's. The object was to arrive, not to win a race, and his ships and crews were carefully nursed through severe conditions without strain or fuss. The eight books collected here are humorous, learned, devastatingly candid, and packed with information. They recount voyages to the Southern Oceans where he visited Patagonia, the Crozets, Kerguelen, Heard Island and the South Shetlands. No less important were his many trips to Greenland as well as forays to Spitzbergen, Baffin Island and other areas above the Arctic Circle. The mountaineering highlights of his seafaring career were the crossing of the Patagonian ice cap, the crossing of Bylot Island, and the ascent of Big Ben on Heard Island, where although Tilman was not in the summit party, he contributed more than any of them to the success of the expedition. Not all of his voyages were successful or enjoyable. A valued crew member was lost overboard during one venture. There were the sad losses of his cutters, "Mischief" and "Sea Breeze," and other occasions when crew members, unable to match Tilman's persistence, decided to desert or mutiny. Most of his crews were made of sterner stuff. They were rewarded with good fellowship and humor, the opportunity of learning seamanship and mountaineering from a great teacher, and a chance to see what may be done in rough waters and heavy ice in a little, old, unstrengthened ship. Some managed to join him on more than one voyage, including the resourceful Simon Richardson, in whose boat "En Avant", Tilman, Richardson and their crew disappeared after leaving Rio de Janeiro for Port Stanley in November 1977. What happened is a mystery but the passage to South America had been a happy one. The loss of six enterprising young men was tragic, but for Tilman at least, it was a sad but curiously fitting end, one last voyage in the best of good company.

About the Author According to David Roberts, H.W. TILMAN was "the best expedition writer just as he was arguably the century's best explorer-mountaineer, whittling his whole life to a sunny vagabondage that held him in its thrall even as he sailed off into the Antarctic Ocean in his eightieth year." More prosaically, Tilman was a coffee planter turned adventurer who climbed extensively in Africa and the Himalaya; he also served in both World Wars. In 1934, Tilman and Eric Shipton pioneered a route to Nanda Devi's 'Inner Sanctuary.' This was followed, in 1936, by a first ascent by Tilman and N. E. Odell of Nanda Devi, reputedly the most outstanding mountaineering success of the pre-Second World War era. Tilman was next appointed the leader of the 1938 (British) Everest Expedition, on which he reached more than 27,000 feet (without supplementary oxygen). His Everest expedition was marked by the small size and close-knit quality of the participants, the Shipton/Tilman belief being that "any worthwhile expedition can be planned on the back of an envelope." The W.L. Gore Shipton/Tilman Grant is named for the two adventurers.